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SHANGHAI.

[556]

Hongkong, 25th April, 1912.

[556]

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[556]

Kowloon, 25th April, 1912.

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NOTICE TO CORRESPONDENTS

Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and address with communications addressed to the Editor, not for publication but on evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for use.

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P. O. Box, 34. Telephone No. 12.HONGKONG OFFICE: 10A, DES VEAUX ROAD
LONDON OFFICE: 131, FLEET STREET, EC**The Daily Press.**

HONGKONG, APRIL 30TH, 1912.

It is from the United States that Young China has largely drawn its inspiration and its plans for the Republican régime in China, but there appears to have been no unanimity of opinion regarding the advisability of following the American practice in regard to the election of President. Certainly the amenities of the Presidential campaign now in progress in the United States do not recommend this system of appointment as suitable for adoption in China. The telegrams reaching the East giving the gist of speeches delivered by the two Republican protagonists must afford the political reformer in China food for very serious reflection. It is not an edifying spectacle to see a statesman who has twice occupied the highest office in that country publicly declaring that his successor has been "not merely in thought, but in word and deed disloyal to their past friendship, and disloyal to every canon of ordinary decency and fair-dealing." With almost equal virulence of speech has President Taft spoken of his predecessor. Hard words, however, break no bones in the United States. Word currency there seems to have a different standard of value to what it has in most countries. Even in the United Kingdom, where political leaders are much more sensitive of attacks upon their personal honour, harsh words are frequently used in political controversy, but the public

attitude towards political libels is much the same. The man-in-the-street regards them as part of a great game of make-believe, and even the King retains as his councillor a statesman whom a political adversary publicly denounces as "a traitor." The Britisher can view with a certain amount of compunction the spectacle of the leader of one party "slanging" the leader of the other, but the spectacle of an ex-President of the United States denouncing to the world the present occupant of that office as "disloyal to every canon of decency and fair-dealing" is enough to make most people outside the States hold up their hands in horror and amazement. "The divinity that doth hedge a King" does not protect a President in a Republic, and we are led to wonder what would happen if a Presidential campaign were waged in China after the manner of the present campaign in America. Such freedom of speech in China would keep the country in perpetual turmoil and strife. It is indeed fortunate for China that there are no rival candidates for the position of President, and that the entire country, so far as educated political opinion yet obtains, is practically united in acknowledging YUAN SHIH KAI as the one and only man for the position. It speaks well for the sound common sense of the Reformers that they have acquiesced so completely in the self-effacement of Dr. SUN YAT SEN the acknowledged chief of their organisation whom they elected as Provisional President immediately on his return to China; and if only YUAN SHIH KAI is supported whole-heartedly by his Ministers in the exercise of those rare qualities by which he acquired his fame, as soldier and statesman, there will be hope for the future of China. It was Dr. SUN YAT SEN's original idea, we understand, that the country would need to be virtually under a military dictatorship for five years after the change of Government, and the circumstances of the present situation make the necessity for this plainly apparent. What the country needs is stable government. Without it there can be no progress and no peace. Dr. SUN YAT SEN can render the country no better service than by preaching this gospel throughout the land, for stable government is needed no less in the provinces than in the Capital, and we trust that Dr. SUN YAT SEN may succeed in impressing this fact deeply in the minds of the gentry and merchants of Canton especially.

The English Mail of the 30th March was delivered in London on the 27th inst.

For stabbing one of his countrymen at Wanchai, a Japanese was yesterday sentenced to six weeks' imprisonment.

It is reported that the Criminal Sessions will in future be held once every two months instead of monthly as at present.

A fire broke out last week at No. 404 Salcedo, Manila, and in twenty minutes property valued at P130,000 was destroyed.

Mr. Montague Ede, Mrs. and Miss Ede, and Mr. and Mrs. Wendt are leaving by the *Bulow* for the North to-morrow for Home, travelling via Siberia.

At the Magistracy yesterday, the caretaker of the Mohammedan cemetery was sentenced to six weeks' imprisonment for assaulting a Chinese at the cemetery.

The drought which has been prevalent throughout the island of Luzon and also in some of the islands of the Visayan group, has done untold damage to the various crops which abound in those regions, says the *Manila Times*.

Imports into the Philippines for March, 1912, totalled in value \$5,698,643, a gain of a million dollars over March, 1911, when import valuations totalled \$4,683,448. Likewise, exports for March, 1912, totalled in value \$3,985,548; for March, 1911, \$2,769,094.

At the Magistracy yesterday, a woman named Marian Monteith, late of Shanghai, and said to be originally from Scotland, was charged with having obtained money by false pretences within the jurisdiction of Shanghai. The case was heard in camera.

At the Magistracy yesterday, a youth was fined \$120 or three months' imprisonment for being in possession of thirteen taels of opium dross. Another man was fined \$55 or one month for having in his possession one tael and one ounce of prepared opium. On a second charge of being in unlawful possession of arms, he was fined \$25 or a month.

A residence has been purchased in Macao for Dr. Sun Yat Sen, who intends to rest there, probably for three months, this summer. Dr. Sun Yat Sen's native home is Macao, and the Chinese community there are making elaborate preparations to welcome him. Dr. Sun Yat Sen's wife and brother are at present in Macao, "getting the house in order." Mrs. Sun Yat Sen, it may be added, has discarded Chinese dress in favour of the European style.

Dr. George W. Knox, whose sudden death at Seoul was reported by our Tokyo correspondent yesterday, was Professor of the Union Theological Seminary, New York. He arrived in Seoul with Mrs. Knox on the 15th inst. They have recently been visiting Peking and Manchuria and were on their way to Japan. Dr. Knox is described as one of the most eminent scholars in the United States. He was long in missionary work in Japan and Professor of Philosophy and Ethics at the Tokyo Imperial University.

Yesterday Messrs. William Powell & Company, Ltd., commenced business in their new premises in Des Vaux Road, opposite those hitherto occupied by them. The building, which was formerly occupied as Watson's Aerated Water Factory, has been completely transformed, and has been reconstructed with a view to providing good show-room accommodation. A veranda has been built out, so that ladies will be tempted to linger at the large windows which attract the attention of all using the thoroughfare, and in several ways the new premises give improved facilities for the conduct of business. The internal fittings and general arrangements give the establishment a most attractive appearance.

Mr. Tso Tsan Tai, having received a letter from Dr. Yung Wing, Ph.D., of Hartford, U.S.A., expressing his willingness, in answer to the entreaties of his friends, to come back and serve China, in spite of his old age, has despatched a telegram to President Yuan Shih Kai asking him to invite Dr. Yung Wing home to China to act as adviser. Dr. Yung Wing is a ripe and learned scholar, and is one of the most respected Chinese in the United States. It was he who took the first batch of Chinese Government students to the United States, and one of these students, Mr. Tang-Shao-yi, is the present Prime Minister of the New Republic of China. New China owes much to Dr. Yung Wing and his friends, and he may be fitly described as "The Grand Old Man" of New China.

LONDON'S FAMOUS STORY-TELLER.

R. G. KNOWLES' VISIT TO HONGKONG.

Mr. R. G. Knowles, the celebrated London comedian, who commences his five nights' stay at the Theatre Royal, Hongkong, on Wednesday, May 8th, has always been a story-teller, from the very first time he stepped on to the stage. Upon abandoning a commercial career, he was, he relates, in the course of his reminiscences, "tolerated for a week at the Olympic Theatre, Chicago—not on account of any success he made, but because there was nobody else on hand to fill up a few minutes' vacancy." He started "gagging" to his audiences at once, and he has never stopped since! When he next attempted to tell stories, in the middle of a serious drama, the management promptly decided that he should be suitably killed in the first act.

Following upon a few seasons as principal comedian with Haverly's minstrels came a huge success under the banner of the late Augustin Daly, after which Knowles turned his attention to England, where he proved and still remains, after twenty years' stay, the greatest success of any American comedian. Seats are being booked for this unique attraction at Moutrie's music warehouse.

HONGKONG VOLUNTEER RESERVES.

The following are the results of the last and final Cup Shoot held at King's Park Range, 600 yards, on Saturday, the 27th, and Sunday, the 28th inst.:

A Class.	
A. Calvert	33 Scr. 33
R. E. O. Bird	29 2 31
A. Watson	28 1 29
J. Simpson	25 1 26
T. Grimshaw	25 Scr. 25
A. T. Walker	23 Scr. 22
F. Dean	20 2 22

B Class.	
H. J. Knight	22 4 26
CUP WINNERS.	
A Class—A. Calvert.	
200 yards	35
500 "	33
60 "	33
	101

B Class—G. H. May.	
200 yards	31
500 "	35
600 "	34

PEKING AND THE PRINCES.

The situation in Peking with reference to the position of the princes is thus described in a letter received in Shanghai last week:

Princes' palaces are now beginning to come into the market. Prince Ching has bought a large foreign house in the German Concession and his own big palace has been left in the care of but a few men. His removal meant the discharge of over 700 servants. So far as I can find out, Prince Li, who is in charge of the Imperial household, is about the only Prince of note left in Peking. All the rest are in foreign concessions in Tientsin, Tsingtao and in Manchuria. The Mongolian princess, who are still clamouring for perpetual allowances, without which they cannot very well keep up state in Peking, will have to go back to their own fields in the north. One of the princes whom I know has about 100 horses and an array of servants.

The Home will be open for inspection by the Public daily. Visitors are asked to sign the book and record any suggestions. Mr. Tata will attend for business on Wednesdays and Saturdays from 4.30 to 5.30 p.m. and by appointment.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE "TITANIC" CALAMITY.

SURVIVORS AT PLYMOUTH.

LONDON, April 29th.

A number of the survivors of the crew of the *Titanic* have arrived at Plymouth and have been detained at the docks for examination. Many bitterly resent their enforced detention, and pathetic scenes were witnessed when the bereaved people arrived seeking for news of their lost ones.

The men refused to speak until representatives of the Seafarers' Union were admitted.

A stoker related an adventurous escape by floating on a door.

A steward says the *Carpathia* passed one ice floe extending twenty miles.

DETENTION CANCELLED.

LATER.

As a result of indignant protests by public men the Board of Trade on Sunday night cancelled the detention of the crew of the *Titanic* at Plymouth. Seventy-five hours. It was directed by M. Lepine, the Prefect of Police, who commanded large forces of police and republican guards. The Mayor of Choisy-le-roi and other citizens participated in the fusillade with rifles, sporting guns and revolvers, while thousands of inhabitants assembled, armed with pitchforks and other impromptu weapons, ready to cut off the escape of the criminals. The police were at first driven back, two being severely wounded, but two straw-laden carts, from the rear of which mattresses hung, were backed against the house. Sheltered by the mattresses, a lieutenant placed two bombs in position and the cart was withdrawn, but the bombs did not explode. The manoeuvre was repeated, and an explosion occurred, but little damage was done. Bombs were again placed in position, and the wall collapsed and the house became ablaze. The police rushed in and brought out the noted anarchist Dubois, dead, with three bullet wounds in his body. They found Bonnot dying from the effects of a dozen wounds, two in the head and two in the stomach. Both had committed suicide. The police, who were now reinforced by troops, had great difficulty in preventing the lynching of Bonnot, and after inuring many people, they were compelled to abandon the body of Dubois, on which the mob trampled, dancing and yelling with delight.

The whole of the siege was taken on the cinematograph.

LATER.

Up to the present 23 arrests have been made in connection with different crimes perpetrated by Bonnot and his gang.

INSPECTION OF BOATS.

The Liverpool Branch of the Seamen's and Firemen's Union has recommended members sailing from Liverpool to insist upon the right of inspection of the life-boats by representatives of the Union and an increase of wages to £4 10s. a month for seamen and £5 for firemen.

THE VICTORIA THEATRE BENEFIT CONCERT.

The benefit performance given at the Victoria Theatre last Friday evening has resulted in the substantial sum of £866.55 being raised for the relief funds in aid of the sufferers through the loss of the *Titanic*. The sum is made up as follows: Booking at Moutrie's, £321; book proceeds at the Theatre, £294.68; proceeds from bar, £25.17; cheque from H. E. General Anderson, £15. No commission was charged by Moutrie & Co. and salaries of the artistes were not deducted.

A CHINESE SUBSCRIPTION.

Chinese Christians of Hongkong have issued an appeal in the vernacular press for subscriptions for the relief of the sufferers by the loss of the *Titanic*.

OPENING OF THE NEW DOGS' HOME.

Yesterday afternoon a few friends met near Causeway Bay to open the rebuilt Dogs' Home. Rev. C. H. Hickling referred to the efforts of Mr. F. K. Tata in starting the scheme and in steadily working for this second consummation. He expressed gratitude to Messrs. Jardine, Matheson & Co., for their generosity as the gratuity services as architect and adviser. Through the generosity of the public, notably Mr. Patel, funds had been raised to build eight kennels and a caretaker's room. He hoped however for developments in the near future in the direction of putting the undertaking on a permanent basis and bringing about the active co-operation of the Society for Prevention of Cruelty to Animals. Mrs. Hickling then formally opened the Home and the first dogs were kennelled. Mr. F. K. Tata presented a bouquet with silver holder to Mrs. Hickling, and cordially thanked her and others for co-operating to substantiate his hope for dog-life in the Colony.

The Home will be open for inspection by the Public daily. Visitors are asked to sign the book and record any suggestions. Mr. Tata will attend for business on Wednesdays and Saturdays from 4.30 to 5.30 p.m. and by appointment.

[THROUGH REUTER'S AGENCY.]

THE MOTOR CAR BANDITS.

RESISTING THE POLICE.

LONDON, April 29th.

Reuter's correspondent at Paris telegraphs that the police on Sunday night surrounded an isolated house at Choisy-le-Roi, six miles outside Paris, where the motor car bandits had taken refuge. The latter kept up a steady fire on the police

THE INCORPORATED LAW SOCIETY
OF HONGKONG.

REMINISCENCES BY MR. H. L. DENNYS.

A FAREWELL PRESENTATION.

The annual meeting of the members of the Incorporated Law Society of Hongkong was held at the Courts of Justice on Friday, the 26th April, at 5 p.m. Mr. H. L. Dennys, Senior, the President of the Society, taking the chair. There was also present—Mr. C. D. Wilkinson, Mr. H. J. Gedge, Mr. J. Scott Harston and Mr. H. W. Locker (members of the Committee), Mr. W. E. L. Shenton (hon. secretary), and several other members of the profession.

The annual report was laid before the meeting and the accounts for the year 1911 were passed and confirmed.

Mr. H. L. Dennys, Senior, then delivered a farewell address to the members present in which he said:—"As this is the last opportunity I shall have in Hongkong of addressing my fellow practitioners, I should like to say a few words with reference to the extremely flattering remarks made with reference to myself by my fellow members of the Committee. It would be only a trite observation to say that they are far in excess of my deserts, but as evidencing the kindly feeling that has existed between the members of the Committee since they honoured me by electing me their President, I attach great value to these remarks, coming as they do from members of the legal profession with whom I have been intimately associated for so many years, and at a time when I am in all human probability severing my connection with this Colony, of which I have for so many years been a resident. I do not wish to weary you, gentlemen, but perhaps you will make allowances for me if I very shortly refer to when I first arrived in Hongkong in the year 1868. I may go a little further back than that and tell you that I did not arrive in 21 days, as it is, I suppose, possible to do now. I took exactly 180 days from the time I sailed from the East India Docks until I arrived in the harbour here, and on my way out sighted St. Paul's Island in the Southern India Ocean and afterwards the North West Cape of Australia. On my arrival to join the office of Mr. Gaskell I found there were four solicitors practising in the Colony—Mr. Gaskell, who died a few days after my arrival; Mr. Hazeland, who was also Crown Solicitor; Mr. E. Sharp, and H. G. Caldwell. Mr. Gaskell's office was in Club Chambers at the corner of D'Aguilar Street and Wellington Street, next door to the Chambers of Mr. J. C. White and Mr. E. H. Pollard, Q.C. Messrs. Caldwell and Sharp had their offices in the Queen's Road and Mr. Hazeland had his office in the old Supreme Court, opposite the Hongkong Club. The Governor at the time was Sir Richard MacDonnell, the Colonial Secretary Mr. J. Gardiner Austin, and Messrs. C. May and E. W. Goodliffe were the Magistrates, with Mr. William Quinn Captain Superintendent of Police. The Chief Justice was the Hon. John Smale, afterwards Sir John Smale, and the Attorney-General was the Hon. Julian Pauncefort, afterwards Lord Pauncefort and Ambassador to the United States. The Hon. H. J. Ball was Judge of the Court of Summary Jurisdiction, and Mr. H. J. Holmes was his clerk. The Registrar was Mr. Alexander. The City Hall was being built and was opened by the Duke of Edinburgh in the following year when he visited Hongkong in the *Galatea*. I landed at the Bank Wharf at the bottom of Pottinger Street, the Oriental Bank then being to the West of Pottinger Street, on the North side of the Queen's Road, and at that time there were practically no Chinese shops between the old Central Market and Murray Barracks. That matters were not quite so strenuous, as they are now, I think, be gathered from the returns of the Supreme Court for 1868, from which it would appear that there were 4 cases at Common Law tried or partly tried in that year, 1 case in Chancery, 8 Bankruptcies, 3 Appeal and 5 Admiralty cases. An advertisement as to the French Mail, which was then known, as the Messageries Imperiales, which appeared in the *Government Gazette* the day I landed, shows, too, that commercial business was not then conducted as it is now; it reads as follows:—

Either the *Imperatrice* or the *Tigre* will be despatched with Mails for Marseilles between the 1st and 8th January, 1869; the exact time will be notified hereafter.

We have heard and seen so much lately of the Chinese Republican flag that it may interest some of you to know that the first time a Chinese national flag was recognised was in 1868, when it was described by Admiral Keppel as 'three-cornered, yellow ground, upon which a dragon will be designed, with the head towards the upper part of the flag, and will vary in dimensions, according to the size of the vessel by which it is worn.' In 1869 the triangular flag was replaced by the square dragon flag, and this has now been replaced by the five-barred flag of the Republic of China. Gentlemen, I must not keep you longer, but when I say that when I arrived there was, as far as my recollection goes, no European-built houses at Kowloon, with the exception of the Naval Yard Depot, and that with the exception of the signalman's house and a Government Sanatorium at the Peak there were no houses there, you can understand that I have seen very much change here in addition to the large reclamation from the sea, and that the Hongkong of to-day is by no means the same place as that at which I arrived just after leaving school in England and before the Suez Canal was completed and telegraphic cable communication established. Upon the 26th December, 1868, there were ninety foreign vessels stated by the *China Mail* as at anchor in the Harbour—of these eight were steamers aggregating 7,800 tons and 82 were sailing ships with a tonnage of 38,747 tons. The dollar was then quoted at six months' sight at 4s. 4d. while in July, 1869, it was at six months' sight 4s. 2d. I will not weary you further with reminiscences and will now only bid you all farewell, adding a sincere hope that before long Hongkong will fully recover from the serious depression it has suffered in consequence of the political upheaval in China and wishing every success to the Incorporated Law Society of Hongkong.

At the conclusion of the meeting Mr. C. D. Wilkinson, on behalf of a large number of the members of the Society, presented Mr. H. L. Dennys, Senior, with a handsome silver salver in recognition of his services as President of the Society and as a mark of their esteem and regard for him personally.

Mr. Dennys said that, much as he valued the gift itself, he valued far more the thought which inspired it and the very kind remarks which had been made concerning him, the remembrance of which would cheer him for the remainder of his days.

QUEEN'S COLLEGE.

Dr. G. H. Bateson Wright, the former Headmaster of Queen's College, contributes to the current number of the *Yellow Dragon*, the school magazine, an article on 'Esprit de Corps' in course of which he writes:—

"After fifty years of continuous existence as an educational establishment there should be no necessity for inculcating the duty and advantage of fully recognising the principle of *Esprit de Corps*. Consider the names of the two Chinese members of Legislative Council, Hon. Sir Kai Ho Kai, M.B., C.M.G., and Hon. Mr. Wei Yuk, C.M.G., both students in the early days of the Central School. Enter your fine College Hall, turn to the Roll of Honour, the names inscribed on the Scholarship and Oxford Local Examinations Boards. There you will find 40 years ago the name of Fung Shui (Fung Wa Chun) first Morrison Scholar, of Lau Chi Pak, first Stewart Scholar, some eleven years later; you will see the names of the three brothers Ho Tung, Ho Fook and Ho Kom Tong, benefactors to the College as founders of scholarships, while 'time would fail me to tell me of' Sin Tak Fan, Chan Kai Ming, Mok Man Cheung, Lo Cheung Shu, Wong Kam Fuk, Pang Shan Chun, &c., &c. All these gentlemen and many others, formerly pupils of this college, are now prominent and highly respected citizens of the Colony. On more than one board you will find the names of Wan Tsung Iu, Chan Kom To, Leung Lan Fan, Wong Fan, &c., all occupying high positions in the neighbouring empire of China: the first-named being conspicuous among the Reforming Party and with a distinguished career behind and ahead of him. Now I ask you, do you not feel proud, however insignificant you may be at the present time, and with very little prospect of achieving fame, still do you not feel proud to be able to say, 'I too am a Queen's College boy, I am a pupil of the same school where these great men once studied.'"

OVERDUE CARGO STEAMERS.

Lloyd's Weekly Shipping Index of March 28th says:—

It is to be noted that at the present time no fewer than five steamers making overseas voyages are included in the list of overdue ships to be announced at Lloyd's by the bell should any news be received in regard to them. The vessels are the *Maroo*, of 4,451 net tons; the *Mountowald*, of 2,079 net tons; the *Erna*, of 2,173 net tons; the *Belle Ile*, of 2,763 net tons. The three first-named are British boats; the *Belle Ile* is French owned, and the *Augsburg* is one of the fleet of vessels owned by the German-Australian Line. The *Maroo* sailed from Cardiff on February 7th for Colombo; the *Mountowald* from Baltimore on February 20th for Hamburg; and the *Belle Ile* from Penarth on March 2nd for Las Palmas. The *Maroo*, which was looked upon as hopelessly overdue a fortnight ago, is certainly one of the largest vessels mysteriously to disappear during recent years. Of the *Mountowald* and *Belle Ile* there is now practically no hope of news being received. For the two other steamers, the *Augsburg* and the *Erna*, very grave anxiety prevails. The *Augsburg* sailed from New York over seven weeks ago for Port Natal, while the *Erna* is now 23 days out from the Clyde to St. John's (N.F.). It is unfortunately only too clear that the losses which underwriters have had of late to face will be augmented not long hence by the posting as missing of some fine cargo steamers.

The Chinese Republican flag that it may interest some of you to know that the first time a Chinese national flag was recognised was in 1868, when it was described by Admiral Keppel as 'three-cornered, yellow ground, upon which a dragon will be designed, with the head towards the upper part of the flag, and will vary in dimensions, according to the size of the vessel by which it is worn.' In 1869 the triangular flag was replaced

LOCAL SPORT.

KOWLOON CRICKET CLUB.

LAWN TENNIS TOURNAMENT.

Following are further results:—

CHAMPIONSHIP.

First round.—L. J. Blackburn beat R. J. Brown 6—3, 6—1, 6—2; Capt. Clarke beat H. H. Eggers 7—6, 6—3, 6—2.

Second round.—A. O. Brown beat C. H. Rose 6—4, 3—6, 3—6, 6—4, 6—4; Capt. Clarke beat E. Abraham 4—0, 6—2, 6—3, 6—0.

SINGLES HANDICAP—A CLASS.

First round.—S. E. Green (owes 40) beat Lieut. Thompson (scr.) 0—3, 6—4; L. J. Blackburn (rec. 15—2) beat C. Fittcock (owes 15—2) 6—1, 6—0; Capt. Clarke (scr.) beat O. L. Chunyut (scr.) 6—1, 6—2.

SINGLES HANDICAP—B CLASS.

First round.—W. Waterhouse received a walk-over from J. G. McEwen.

Second round.—G. H. May (owes 15) beat R. J. Brown (scr.) 7—5, 6—1; J. H. Head (owes 20) beat T. Chee (owes 15) 6—2, 1—6, 6—3.

SINGLES HANDICAP—C CLASS.

First round.—F. Heerman (rec. 15) beat A. J. Hewitt (rec. 2—6) 6—2, 6—1.

Second round.—A. F. Raven received a walk-over from H. S. Spurge; A. A. Fyfe (rec. 15—3) beat Sinca (scr.) 0—3, 7—5; C. Brown received a walk-over from W. G. Gregory.

DOUBLES CHAMPIONSHIP.

First round.—Eggers and Brandtmar beat Mead and Railton 6—6, 3—6, 6—0.

PROFESSIONAL PAIRS.

First round.—Thompson and Williams beat Raven and White 6—1, 6—0; Wolf and Tayler beat Rouse and Sutton 6—2, 6—3.

DOUBLES HANDICAP.

Second round.—Stevens and Hewitt (rec. 15) beat Mead and Waterhouse (scr.) 6—4, 6—3; Wolf and Tayler (owes 4—6) beat Rose and Chee (owes 15—2) 6—1, 6—0; Rouse and Sutton (rec. 15) beat Fittcock and Blackburn (owes 15—2) 6—1, 6—2.

Third round.—Wolf and Tayler (owes 4—6) beat Rouse and Sutton (rec. 15) 3—9, 7—5, 9—7.

MIXED DOUBLES HANDICAP.

First round.—Mrs. MacAskill and Mr. MacAskill (rec. 8—0) beat Miss Leslie and Mr. Mead (scr.) 7—5, 7—5. Mrs. Fittcock and Mr. Fittcock (owes 15—2) beat Miss Hands and Mr. May (rec. 3—6) 6—3, 6—4; Mrs. Green and Mr. Green received a walk-over in the first round.

All the second rounds to be concluded by the 6th of May.

NEW STEEL MOTOR BOAT WORK AT BAILEY'S YARD.

The Asiatic Petroleum Co. have placed with Messrs. W. S. Bailey & Co., of Kowloon, the order for a twin screw steel motor house boat for service at Haiphong. The new vessel will be 8ft. overall, by 12ft. 6ins. beam, and is designed by the builders to attain a speed of 10 miles an hour on a draft of 2ft. 6ins. She will have an upper deck with wheel-house and canvas awning. The accommodation will consist of European cabins with beds, drawers, lockers, pantry and lavatories; crew's space and galleys aft. The motors will be a twin set of Kelvin Heavy Commercial Type of 30 to 40 horse-power, to start on benzine and run on kerosine, low tension magneto ignition, governor and water-cooled silencer.

Messrs. Bailey have just shipped to Vancouver, per s.s. *Bellerophon*, two motor boats of 28ft., two of 25ft. and one of 40ft. in length, and have nearing completion two vessels of 60ft., one of 50ft., and one of 45ft. in length, all nine vessels being to the order of Mr. James B. Wood, of Vancouver, for whom they built the cruiser *Orion* last year, and who personally supervises the work. The 40ft. boat is fitted with a Loew-Victor 40 horse-power engine, the 45ft. footer with a Canadian Fairbanks heavy duty 20-horse-power engine, and the 60ft. boats with twin Eastern Standard 50-horse-power, and twin Atlas engines of 40 horse-power, respectively.

All these vessels are of the cabin cruiser type, with deep cast-iron keels to give stability and steadiness at sea. They are fitted with crew's quarters, saloon, state rooms, lavatory, pantry, library and bath room. The hulls are of selected teak, brass and copper fastened, all deck fittings of polished brass and the interiors of Philippine mahogany, the workmanship throughout being of the very highest class.

In addition to eight smaller boats, the firm have this year turned out the 35-footer *Elsa* for Mr. R. Timmerscheidt, the 27-footer *Imp* for Captain C. A. James, the 25-footer *White Rose* for W. W. Karsley and two 100-horse-power boats for the United States Government, which left for Manila last week under their own power.

PARIS LETTER.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS."]

PARIS, April 6th.

PRINCE OF WALES IN PARIS.

The welcome visit to Paris of the Prince of Wales, or the "Earl of Chester," to observe his incognito-name while in the French capital, proves how much history repeats itself. Only a few years ago all Paris made an idol of the present "Earl of Chester's" grandfather—the late King Edward VII.

There was nobody more popular than he was in the eyes of Parisians when Prince of Wales. In the present case, it may be said that Parisians fell in love with his grandson as soon as he emerged out of the Gare du Nord railway station. At Calais, he received his first hearty welcome in the name of France; ever since his arrival he has not ceased to be the admired of all admirers. Naturally he is the prey of photographers; the latter, like journalists, all follow him wherever he goes, not to annoy him by any means, but to add to his popularity. His Royal Highness' photograph may now be said to be in everybody's hands; cinematograph palaces lost no time in reproducing his features on the screen, while the Press "advertised" him for all he was worth, with the best of results. The "Earl of Chester" is delighted with Paris and its inhabitants, all of whom continue to show themselves most courteous towards him.

Though the word "Earl" has no French equivalent, he is familiarly called "Le Jeune Prince de Galles," also "Le Duc de Chester." The former title sounds better in Paris.

During his Paris-Madrid flight are unforgettable. "With a good machine," he remarked, "it is possible to avoid all dangerous falls, for aviation is one of the easiest and most agreeable of sports." As for the reproaches of imprudence or folly which have been levelled at him Védrines declares that he flies at a rate of 185 kilometres (115 miles) an hour, because he is convinced it is less risky to fly quickly than to fly slowly.

REDUCING DEPUTIES.

The vote in the French Chamber by which the number of Députés is to be reduced by 77 in 1914 embodies a new voting principle. Hitherto France has had one Député per 100,000 inhabitants. In future the proportion of members will be based not on the total population but on the number of registered voters, one M.P. being returned for each 22,500 electors and one for each additional 11,250. As French Députés are paid £600 a year each, the reduction of their numbers will mean a yearly saving to the country of £40,000.

CARNEGIE PEACE BUREAU.

Mr. Robert Bacon, the American Ambassador in Paris, inaugurated a few days ago the European Bureau of the Carnegie Peace Endowment—Department of Education and Relations. The premises are situated in the Rue Pierre Curie, opposite the Oceanographic Institution, and a single floor has been found sufficient for present needs. Baron d'Estournelles de Constant, who did the honours, defined the object of the Carnegie endowment—to give to men of good will who are acquainted with one another throughout the world the means to know one another and to work together for the good of each country in the higher interests of all. It is, he said, "a union of patriotism in the service of civilisation."

MINERS' EIGHT HOURS BILL.

The French Chamber last Saturday adopted Clause 1. of the Miners' Eight Hours Bill, providing that the duration of the day's work of miners shall not exceed eight hours, reckoned from the time of the entry of the last miners going down until the time when the last miners going up reached the surface. The duration is fixed at nine hours for drivers, watchmen, surveyors, engineers, horsekeepers, and firemen. Parliament also adopted Clause 4, which authorised temporary exemptions for reasons of national safety and defence, and exemptions not to exceed fifteen days in the year for occasional necessities in the case of an exceptional crisis due to a shortage of fuel. The Government is further empowered to authorise further supplementary exemptions.

"WEEK-ENDS."

Parisians are becoming more and more English in their ways, to judge by a proposal which has been set before the Municipal Council of Paris allowing employees in public offices to enjoy an "English week-end" during the summer and autumn months. Why not all the year round? The proposal stands an excellent chance of being adopted. If so, municipal officials in Paris will very soon be stopping work from mid-day on Saturday till Monday afternoon, thus improving on the week-end as practised by Londoners. Why restrict week-end delights to the municipal world? By all means let it become a general institution as across the Channel.

THE LEAGUE OF NUMEROUS FAMILIES.

The League of Numerous Families is worthy of every consideration. By way of attracting further public interest the League last Monday held a demonstration in this city. A large procession was formed, section after section being marshalled in line bearing the banner of the town it represented, and headed by Captain Maire, the President of the League. The marchants marched in perfect order to the Ministry of Foreign Affairs, Quai d'Orsay, where a delegation waited upon M. Poincaré, the President of the Council. Among other things the delegation called M. Poincaré's attention to various resolutions passed by the League to the effect that there should be a reduction of taxes from the fourth child of a family onwards; that a certain number of special scholarships should be instituted for the children of numerous families; that the State should occupy itself with the pressing question of the housing of numerous families; that the tax should be per head instead of on the income of the whole family. The delegation met with a very pleasant reception from the President of the Council, who promised to consider the questions brought up.

FLYING FROM LONDON TO PARIS.

Miss Davies, the first lady passenger to fly from London (Hendon) to Paris, landed safely last Tuesday evening, her companion de voyage being the famous aviator Mr. Hamel. The journey was a pleasant one, though somewhat tedious. A start from Hendon was made at 9.30 a.m., and Paris was reached at 5.55 p.m. Several stops were necessary. The whole journey has been done in a little over 3 hours. Miss Davies and Mr. Hamel may fly home again provided the weather is favourable. M. Bleriot welcomed both passengers.

INTIMATIONS

SIX YEARS' ITCHING TORTURE CURED

Face and Arms Covered with Eczema. Suffered Immortal Agony. Cuticura Soap and Ointment Effect a Complete Cure in Three Weeks.

"It gives me great pleasure to hear testimony to the marvelous healing properties of Cuticura Soap and Cuticura Ointment. I owe them a debt of gratitude

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be discontinued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 35. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.
THE OFFICE of the CREDIT FONCIER D'EXTREME-ORIENT has been REMOVED from Queen's Building to 2nd Floor, PRINCE'S BUILDING, opposite the King Edward Hotel. Hongkong, 30th April, 1912. [629]

TO LET.

2ND FLOOR, NO. 2, PENDER STREET. OFFICES at present occupied by U.S. Consul General. OFFICES at present occupied by U.S. Public Health and Marine Hospital Service. Can be divided to suit tenants. JARDINE, MATHESON & CO., LTD. Hongkong, 30th April, 1912. [632]

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER of the Estate of JAMES EDWARDS formerly employed in the Hongkong Police Force and the Registrar General's Office, Victoria, Hongkong, and late of the "HOMESTEAD" at Kowloon in the Colony of Hongkong, deceased. Whereas the said JAMES EDWARDS died intestate at the Government Civil Hospital, Victoria, aforesaid, on the 13th day of September, 1908. And Whereas the next of kin of the said JAMES EDWARDS are unknown to the Official Administrator.

NOTICE IS HEREBY GIVEN that, if no Claimant appears within a period of Twelve Months from the 1st day of May, 1912, to claim the funds remaining from the Estate of the said JAMES EDWARDS, such funds will be transferred to the revenue of the Colony of Hongkong. Dated this 30th day of April, 1912.

H. A. NISBET,
Official Administrator,
630

THE HONGKONG AND WHAMPOA DOCK COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of THE HONGKONG AND WHAMPOA DOCK COMPANY, LTD., will be held at the Company's Office, Queen's Buildings, Victoria, Hongkong, on WEDNESDAY, the 15th day of May, 1912, at 12 o'clock NOON, when the Subjoined Extraordinary Resolution which was passed at the Extraordinary General Meeting of the Company held on the 29th April, 1912, will be submitted for confirmation as a Special Resolution.

"That the Articles of Association be altered in manner following:—

1. That the following Article be inserted after Article 32, namely, 32a:—

"Scrip fees. 32a. A fee not exceeding \$1 may be charged for every new certificate issued whether consequent on a transfer or on the splitting up of an existing certificate and shall if required by the Directors be paid before the issue of the new certificate."

2. That the first three and a half lines of Article 46 ending with the word "Company" be struck out and the following words substituted therefor:—

"A General Meeting shall be held in every year at such time and place as the Directors may determine. Such meeting shall be called the 'Ordinary Yearly Meeting.'

3. That the following words be struck out of the following Articles:—

(a) The words "and an Ordinary half-yearly meeting" out of line 1 of Article 52.

(b) The words "or half-yearly" out of line 4 of Article 52.

(c) The last word of line 3 and the first word of line 9 of Article 52.

(d) The words "and also at every ordinary half-yearly meeting" in line 1 of Article 107.

(e) The word "half" in the line 1 of Article 110.

4. That the words "the Directors" shall be struck out of line 2 of Article No. 111 and the following words substituted therefor:—

"The Company in General Meeting except that the remuneration of any auditors appointed to fill any casual vacancy may be fixed by the Directors."

By Order of the Board,

W. M. JOLLY,
Secretary.

Dated the 30th April, 1912.

633

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR EUROPE.

(VIA MANILA AND USUAL PORTS OF CALL.)

THE Departure of the Steamer

"KLEIST."

Captain L. Maass, has been Postponed to

TUESDAY, the 30th inst., at 5 P.M.

She will start from the French Mail Eastern

route.

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

General Agents.

Hongkong, 30th April, 1912.

5

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

NEW ADVERTISEMENTS

THEATRE ROYAL.

HONGKONG.

FIVE NIGHTS ONLY.

Commencing:

WEDNESDAY, MAY 8TH,

AT 9.15 P.M.

UNDER the Distinguished Patronage of

H.E. THE OFFICER ADMINISTERING

THE GOVERNMENT.

ROUND THE WORLD ON A WAVE

OF LAUGHTER.

MAURICE E. BANDMANN

PRESENTS AT ENORMOUS EXPENSE

THE WORLD FAMOUS COMEDIAN.

THE ONE ONLY ORIGINAL

R. G.

KNOWLES

AND COMPANY OF ARTISTES,

FROM THE LONDON WEST END HALLS.

PRICES: \$3.50, \$3.00, \$2.00 and \$1.00.

Seat Plan Now Open at MOUTRIE'S.

Hongkong, 30th April, 1912. [631]

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(VIA MANILA AND USUAL PORTS OF CALL.)

THE Departure of the Steamer

"KLEIST."

Captain L. Maass, has been Postponed to

TUESDAY, the 30th inst., at 5 P.M.

She will start from the French Mail Eastern

route.

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

General Agents.

Hongkong, 30th April, 1912.

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THE HONGKONG AND WHAMPOA DOCK COMPANY, LTD.

FOR EUROPE.

(VIA MANILA AND USUAL PORTS OF CALL.)

THE Departure of the Steamer

"KLEIST."

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,250,000
PAID UP £62,000
RESERVE FUND £36,000

HEAD OFFICE:

40, Threadneedle Street,
LONDON, E.C.

BRANCHES:

Bombay.	Galle.
Calcutta.	Singapore.
Howrah.	Penang.
Madras.	Kota Bharu, Kelantan.
Karachi.	Kuala Lumpur, F.M.S.
Rangoon.	Hongkong.
Colombo.	Shanghai.
Kandy.	

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & CO., LTD.

BANKERS:

LONDON JOINT STOCK BANK, LTD.
Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,
Manager.

Hongkong, 29th March, 1912. [933]

NETHERLANDS-INDIA BANK.
(NETHERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)
Paid up Capital Fl. 12,401,050 (£1,033,421)
Reserve Fund Fl. 3,252,157,01 (£271,013)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS
THE WILLIAMS DRACOMS BANK,
SWISS BANKVERBUND.

BRANCHES AND AGENTS all over the world.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balance and accepts Fixed Deposits at the following rates:

12 months 4% per annum.

6 do. 3 1/2% do.

3 do. 3% do.

C. WOLDRINGH, Manager.

No. 8, Des Vœux Road Central,
Hongkong, 15th August, 1909. [222]

THE

YOKOHAMA SPECIE BANK

LIMITED.

9, Queen's Road, Hongkong, 23rd March, 1912. [225]

AUTHORISED CAPITAL Yen 48,000,000

PAID-UP CAPITAL Yen 30,000,000

RESERVE FUND Yen 17,500,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at:

Antung-Hsien Liao-Yang Ryojun
Calcutta (Port Arthur)
Bombay London San Francisco
Changchun Lyons Shanghai
Dairen (Daly) Nagasaki Tieling
Fengtien (Mukden) Newchwang Tientsin
Hankow New York Tokyo
Honolulu Osaka
Kobe Pekin

INTEREST ALLOWED ON CURRENT ACCOUNTS

Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI,
Manager.

Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI

BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS—

STERLING £1,500,000

SILVER \$16,750,000

\$31,750,000

RESERVE LIABILITY OF PROP'TORS \$15,000,000

COURT OF DIRECTORS

E. S. LILLIE, Esq.—Chairman.

F. H. ARMSTRONG, Esq., Deputy Chairman.

Andrew Forbes, Esq. G. H. Medhurst, Esq.

G. F. Fielding, Esq. W. L. Pettington, Esq.

C. S. Gubbay, Esq. Hon. Mr. C. H. Ross

G. R. Laurens, Esq. H. A. Sibley, Esq.

F. Lieb, Esq.

CHIEF MANAGER:

Hongkong—N. J. STABE.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER

BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABE,
Chief Manager.

Hongkong, 21st February, 1912. [19]

THE CHARTERED BANK OF INDIA

AND AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID UP CAPITAL £1,200,000

RESERVE FUND £1,650,000

RESERVE LIABILITY OF PROP'TORS £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and

FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.

Hongkong, 12th April, 1912. [133]

INTIMATION

SOLIGNUM.

Made in several shades of Brown, Green and Red.

SOLIGNUM is the best preservative of wood from decay, dry rot and vermin. It is easily applied, has great covering power, and possesses antiseptic and disinfecting properties which render it particularly suitable for all woodwork of Hospitals, etc.

SOLIGNUM IS DEATH TO THE WHITE ANT.

The whole of the superstructural woodwork of the New Star Ferry Pier at Hongkong has been treated with "Solignum."

Sole Agents for Hongkong, Canton and South China:

SIEMSSSEN & Co.,
(MACHINERY DEPT.),

HONGKONG AND CANTON.

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BANKS

INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippines Islands and in the Republic of Panama.

HEAD OFFICE: 60, Wall Street, New York

London Office: 36, Bishopsgate, E.C.

BRANCHES:

Bombay.	Kobe.
Calcutta.	Manila.
Colombo.	Mexico.
Canton.	Panama.
Cochin.	Peking.
Colos.	Shanghai.
Empire.	San Francisco.
Hongkong.	Yokohama.

CAPITAL AND RESERVE £6,800,000
about £1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED, MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

The Officers of the Bank are bound not to disclose the transactions of any of its customers.

GEORGE HOGG
Manager.

9, Queen's Road, Hongkong, 23rd March, 1912. [225]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Yen 10,000,000

Capital Subscribed (paid up) Yen 6,250,000

Reserve Fund Yen 2,500,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at:

Antung-Hsien	Liao-Yang	Ryojun
Calcutta	(Port Arthur)	
Bombay	London	San Francisco
Changchun	Lyon	Shanghai
Dairen (Daly)	Nagasaki	Tieling
Fengtien (Mukden)	Newchwang	Tientsin
Hankow	New York	Tokyo
Honolulu	Osaka	
Kobe	Pekin	

INTEREST ALLOWED ON CURRENT ACCOUNTS

Deposits received for fixed periods at rates to be obtained on application.

K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1912. [116]

HONGKONG SAVINGS BANK

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance £100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABE,
Chief Manager.

Hongkong, 1st January, 1911. [27]

HONGKONG OFFICE:

3, Des Vœux Road.

Interest allowed on Current Accounts

Deposits received on terms which may be allowed on application.

K. TSUDZURABARA, Manager.

Hongkong, 1st January, 1911. [116]

HONGKONG SAVINGS BANK

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS—

STERLING £1,500,000

SILVER \$16,750,000

\$31,750,000

RESERVE LIABILITY OF PROP'TORS \$15,000,000

COURT OF DIRECTORS

E. S. LILLIE, Esq.—Chairman.

F. H. ARMSTRONG, Esq., Deputy Chairman.

Andrew Forbes, Esq. G. H. Medhurst, Esq.

G. F. Fielding, Esq. W. L. Pettington, Esq.

C. S. Gubbay, Esq. Hon. Mr. C. H. Ross

G. R. Laurens, Esq. H. A. Sibley, Esq.

F. Lieb, Esq.

CHIEF MANAGER:

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C.
SEATTLE &
PORTLAND (Or.)
VIA
SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA
FOR VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND (Or.).

To be followed by other Steamers of the Company at
regular intervals.
Calling at AMOY and KEELEUNG if sufficient
inducement offers.
The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Points.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
TELEPHONE NO. 760, KING'S BUILDING, Praya Central

BANK
LINE

REGULAR
SERVICE

TO

AMERICA

AND CANADA

BY

SEA

AND LAND

ROUTE

BY

STEAMSHIP

AND

BY

RAILWAY

AND

BY

ROAD

AND

BY

WATER

AND

BY

PIPE

AND

SHIPPING

ARRIVALS.

CHINAN, British str., 1,350, Lloyd Jones, 28th April—Shanghai 23rd April, General—Butterfield & Swire.
Hsin Chang, Chinese str., 1,258, Hamblin, 20th April—Tientsin 23rd April, Chefoo 24th April, General—Chinese.
IRENA, Chinese str., 820, W. A. Chill, 28th April—Foochow 26th April—Chinese.
LINCUDEN, British str., 2,455, Dorman, 28th April—Moj 22nd April, Con—Mitsui—Busan Kaisha.
Phra Nang, British str., 1,021, H. C. Reher, 28th April—Bangkok 19th April, Rice and Wood—Butterfield & Swire.
RUMI, American str., 1,403, S. A. Crosby, 29th April—Manila 26th April, General—Shewan, Tomes & Co.
SAMSEN, German str., 995, R. Petersen, 29th April—Saigon 25th April, Rice—Butterfield & Swire.
SEANG BEE, British str., 3,070, Travis, 29th April—Rangoon 20th April, Rice—Yeung Taik Hong.
SOSHU MARU, Japanese str., 28th April—Canton.
TAISHUN, Chinese str., 27th April—Canton.
TRIUMPH, German str., 203, Lungching, 29th April—Hoihoi 28th April, General—Johnson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
April 29th.
CHONGMING, British str., for Swatow.
KUMSANG, British str., for Japan.
MUTRA, British str., for Straits.
MACHAO, British str., for Singapore.
MANCHURIA, American str., for Shanghai.
MARIE, German str., for Saigon.
PANAMA MARU, Japanese str., for Shanghai.
WAISHING, British str., for Shanghai.

DEPARTURES.

April 29th.
CHOYANG, British str., for Canton.
HANOI, French str., for Haiphong.
TOSA MARU, Japanese str., for Straits.

PASSENGERS.

ARRIVED.
Per Phra Nang, from Bangkok, Mr. Rabi.
Per Rabi, from Manila, Hughes Theatrical Co., and Raymond Co.

VESSELS EXPEDITED.

THE AMERICAN MAIL.
The P. M. str. *Nile* will be due to arrive at Hongkong between 6 and 8 a.m. on the 30th April.
The P. M. str. *Mongolia* left San Francisco on the 10th April, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 7th May.
The T. K. K. str. *Nippon Maru* sailed from Honolulu on the 23rd April for Hongkong, and is expected to arrive at this port on the 14th May.

The T. K. K. str. *Tenyo Maru* sailed from San Francisco on the 24th April for Hongkong, and is expected to arrive at this port on the 25th May.
THE AUSTRALIAN MAIL.
The E. and A. str. *Eastern*, from Sydney, and left Port Darwin on the 21st April for this port (via Timor and Manila).
The I.G.M. str. *Coblenz* left Yap on the 25th April, at 8 a.m., and may be expected here on or about the 3rd May.
The N.Y.K. str. *Nikko Maru* (Australian Line) left Thursday Island for this port via Manila on the 25th April, and is expected here on the 6th May.

THE CANADIAN MAIL.
The C.P.R. str. *Empress of Japan* arrived at Shanghai on the 24th April, at 3 a.m., and left again at 2 p.m. same day for Hongkong, where she is due to arrive on the 27th April, at 6 a.m.

THE GERMAN MAIL.
The I.G.M. str. *Buelow*, carrying the German mails, left Singapore on the 27th April, at 10 a.m., and may be expected here on or about the 1st May, at noon.

THE MERCHANTS STEAMERS.
The Mogul Line str. *Lothian* from United Kingdom left Singapore on the 24th April, a.m., and is therefore due here on or about 30th April.

The I.G.M. str. *Kleist* left Shanghai on the 27th April, at 8 p.m., and may be expected here on or about the 30th April.

The H.A.L. str. *Andalusia* left Singapore on the 25th April, a.m., and may be expected here on or about the 1st May, a.m.

The str. *Indramayo* passed the Suez Canal on the 28th April, and is due here on or about 6th May.

The "Mogul" Line str. *Lothian* left United Kingdom on the 13th ult. for Hongkong via the Straits.

The str. *Glenea* passed the Suez Canal on the 9th April, and is due here on or about 11th May.

The T.K.K. str. *Hongkong Maru* sailing from Callao on the 21st inst. for Hongkong, and is expected to arrive at this port on the 14th May.

INDO-CHINA STEAM NAVIGATION CO., LTD.
HOPSCHE, from Calcutta, is due in Hongkong 30th April.

SHIRE LINE.

Monmouthshire, from London, is due in Hongkong 3rd June.
BRITISH INDIA STEAM NAVIGATION CO., LTD.
Fazilka, from Rangoon, is due in Hongkong 7th May.

The str. *Muttra* is due here on the 28th from Japan, and leaves on the 29th for Rangoon via the Straits.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k.", nearest Hongkong "h.", midway between Hongkong and Kowloon "m.", and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VEHICLE'S NAMES.	FLAG & BIG	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DISPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR...	Brit str.		F. E. Andrews	P. & O. S. N. Co. ...	To-morrow, at 10 A.M.
LONDON ... VIA USUAL PORTS OF CALL ...	GLENFARG...	Brit str.		W. L. Hartnell	SHEWAN, TOMES & CO. ...	5th May.
LONDON, BOTTEDAM & ANTWERP.	ORIENTAL...	Brit str.		A. L. Valentini	P. & O. S. N. Co. ...	On 11th May, at Noon.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	FLINTSHIRE...	Brit str.		G. C. Candy	JARDINE, MATHESON & CO., LTD.	On 19th May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	O. J. D. AHLES...	Ger str.		Gronau	HAMBURG-AMERIKA LINIE	On 4th May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	C. FEED, LAERS...	Ger str.		Luening	HAMBURG-AMERIKA LINIE	On 27th May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	ARCADIA...	Ger str.		Solmer	HAMBURG-AMERIKA LINIE	On 12th May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	HITACHI MARU...	Jap str.		Knaisel	HAMBURG-AMERIKA LINIE	On 7th June.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SACHSEN...	Ger str.		T. Yamawaki	HAMBURG-AMERIKA LINIE	On 8th May, at D'light.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	STITIONA...	Ger str.		Wagner	HAMBURG-AMERIKA LINIE	On 5th May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	PANAMA MARU...	Jap str.		Kotato	HAMBURG-AMERIKA LINIE	On 30th May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SADO MARU...	Jap str.		K. Asakawa	OSAKA SHOSEN KAISHA	On 21st May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SEATLINA MARU...	Aus str.			NIPPON YUSEN KAISHA	On 7th May, at Noon.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	CHINA...	Aus str.			SANDER, WILHELM & CO.	On 14th May, at 2 P.M.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	BOHEMIA...	Aus str.			SANDER, WILHELM & CO.	To-morrow, at Daylight.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	MATOPPO...	Aus str.			THE BANK LINE LTD.	On 19th May, at 6 P.M.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	EMPERESS OF JAPAN...	Brit str.			CANADIAN PACIFIC R. CO.	About 15th May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	MONTEAGLE...	Brit str.			CANADIAN PACIFIC R. CO.	On 11th May, at 6 P.M.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	MANGUERIA...	Am str.			PACIFIC MAIL S. CO.	On 1st June, at 6 P.M.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	CHIYO MARU...	Jap str.			PACIFIC MAIL S. CO.	To-day, at 1 P.M.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	MINES...	Am str.			BUTTERFIELD & SWIRE	On 14th May, at 4 P.M.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	GUTHRIE...	Am str.			MELCHERS & CO.	On 18th May, at 9 A.M.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	COLENT...	Am str.			YOTO KISEI KAISHA	On 25th May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	EASTERN...	Am str.			YOTO KISEI KAISHA	On 6th June, at Noon.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	AUSTRALIAN PORTS...	Am str.			YOTO KISEI KAISHA	On 9th May, at Noon.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SEATTLE NAGASAKI, INLAND SEA, AND JAPAN	Am str.			YOTO KISEI KAISHA	About 30th May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	YOKOHAMA & KOBE via SHANGHAI...	Am str.			YOTO KISEI KAISHA	About 3rd May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	KOBE...	Am str.			YOTO KISEI KAISHA	On 9th May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	KOBE & YOKOHAMA...	Am str.			YOTO KISEI KAISHA	To-day, at Noon.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	NAGASAKI KOBE & YOKOHAMA...	Am str.			YOTO KISEI KAISHA	On 7th June, at Noon.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	MOJI & KOBE...	Am str.			YOTO KISEI KAISHA	Quick despatch.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	MEXICAN, PERUVIAN & CHILEAN via JAPAN	Am str.			YOTO KISEI KAISHA	To-day, at 3 P.M.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	JAPAN ... via SWATOW, WEIHAIWEI & CHEFOO	Am str.			YOTO KISEI KAISHA	On 2nd May, at 4 P.M.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	WEIHAIWEI, CHEFOO & TIENTSIN...	Am str.			YOTO KISEI KAISHA	To-morrow, at Noon.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI...	Am str.			YOTO KISEI KAISHA	To-morrow.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI, KOBE & YOKOHAMA...	Am str.			YOTO KISEI KAISHA	On 2nd May, at 4 P.M.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI, TSINGTAU, KOBE & YOKOHAMA...	Am str.			YOTO KISEI KAISHA	On 3rd May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI...	Am str.			YOTO KISEI KAISHA	On 4th May, at M'night.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI, MOJI & KOBE & YOKOHAMA...	Am str.			YOTO KISEI KAISHA	On 5th May, at D'light.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI, YOKOHAMA, KOBE & MOJI...	Am str.			YOTO KISEI KAISHA	On 8th May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI, KOBE & YOKOHAMA...	Am str.			YOTO KISEI KAISHA	About 9th May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI...	Am str.			YOTO KISEI KAISHA	About 10th May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI, YOKOHAMA, KOBE & MOJI...	Am str.			YOTO KISEI KAISHA	On 20th May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI, YOKOHAMA, KOBE & MOJI...	Am str.			YOTO KISEI KAISHA	Quick despatch.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI...	Am str.			YOTO KISEI KAISHA	To-morrow, at 4 P.M.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI...	Am str.			YOTO KISEI KAISHA	On 21st May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI...	Am str.			YOTO KISEI KAISHA	On 22nd May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI...	Am str.			YOTO KISEI KAISHA	On 23rd May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI...	Am str.			YOTO KISEI KAISHA	On 24th May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI...	Am str.			YOTO KISEI KAISHA	On 25th May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI...	Am str.			YOTO KISEI KAISHA	On 26th May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI...	Am str.			YOTO KISEI KAISHA	On 27th May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI...	Am str.			YOTO KISEI KAISHA	On 28th May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI...	Am str.			YOTO KISEI KAISHA	On 29th May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI...	Am str.			YOTO KISEI KAISHA	On 30th May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI...	Am str.			YOTO KISEI KAISHA	On 31st May.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI...	Am str.			YOTO KISEI KAISHA	On 1st June.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI...	Am str.			YOTO KISEI KAISHA	On 2nd June.
ROTTEEDAM, HAMBURG & ANTWERP, &c.	SHANGHAI...	Am str.</				

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	NOTES
LONDON and ANTWERP	NAMUR	10 A.M.	Freight and Passage.
VIA SINGAPORE, PE	NAMUR	1st May.	Capt. F. E. Andrews, E.N.C.
NANG, COLOMBO, PORT SAID and MARSEILLES			
SHANGHAI MOJI, KOBE	SYRIA	About 8th May.	Freight and Passage.
AND YOKOHAMA	Capt. R. A. Peters		
SHANGHAI	DEVANHA	About 9th May.	Freight and Passage.
Capt. W. R. Hickey			
LONDON VIA USUAL PORTS	ORIENTAL	Non.	See Special Advertisement.
OF CALL	Capt. A. L. Valentini	11th May.	

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th April, 1912.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TAMING"	On 30th April, 4 P.M.
HAIPHONG (Call Hoihow for Mails only)	"SUNGKUANG"	On 1st May, 9 A.M.
SWATOW, AMOY & SHANGHAI	"HUNAN"	On 1st May, 4 P.M.
WEIHAIWEI, CHEFOO & TIENHSIN	"KUEICHOW"	On 2nd May, 4 P.M.
SHANGHAI	"CHENAN"	On 2nd May, 4 P.M.
SHANGHAI	"LINAN"	On 4th May, 5 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNS, VILLE, BRISBANE, SYDNEY and MELBOURNE	"GUTHRIE"	On 4th May, 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. A duly qualified Surgeon is carried.

REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai every Thursday and Sunday, taking cargo on through Hills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 30th April, 1912.

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AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government, MONTHLY FAST DIRECT SERVICE TO TRIESTE VIA SINGAPORE, PENANG, COLOMBO, ADELA, SUEZ and PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th May, 1912, 6 P.M.

TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 5th May, 1912, Daylight. Superior accommodation for 1st and 2nd Class Cabins and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, £25 1st, £26 2nd Class. No surtax, no tips, no initial Cabin, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE, S.S. "PERSIA," 12,500 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about 30th May.

S.S. "CHINA," 11,000 tons, will leave for TRIESTE, FUJIEN and VENICE, via SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADELA, SUEZ, PORT SAID, on 1st May, at Daylight. These steamers are fitted with comfortable one-class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & CO., Agents,

Hongkong, 29th April, 1912.

Princes' Building. [155]

HAMBURG-AMERIKA LINIE.
IN CONJUNCTION WITH DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR ROTTERDAM, HAMBURG & ANTWERP:	FOR MARESILLES, HAVRE & HAMBURG:	FOR HAVRE, BREMEN & HAMBURG:	FOR MARESILLES, HAVRE & HAMBURG:	FOR MARESILLES, HAVRE & HAMBURG:
S.S. ANDALUSIA ... 1st May.	S.S. O. J. D. AHLERS ... 4th May.	S.S. SACRSEN ... 5th May.	S.S. C. FERD. LAETSZ ... 12th May.	S.S. ARCADIA ... 27th May.	S.S. SITHONIA ... 30th May.
S.S. BAYERN ... 6th May.					
S.S. ALESIA ... 24th May.					
S.S. Segovia ... 4th June.					

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office. [10]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP

CAPTAIN

LEAVING

"HAICHING" ...	Capt. W. C. Passmore ...	TUESDAY, 30th April, at 11 A.M.
"HAITAN" ...	Capt. J. S. Bosch ...	FRIDAY, 3rd May, at 11 A.M.
"HAIYANG" ...	Capt. J. W. Evans ...	TUESDAY, 7th May, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ...	Capt. A. H. Stewart ...	WED'DAY, 1st May, at 11 A.M.
		SUNDAY, 5th May, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & CO.,

GENERAL MANAGERS.

Hongkong, 30th April, 1912.

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW SS.

NIPPON MARU" INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALLAQ, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SAN FRANCISCO LINE:—

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, NOON.
NIPPON MARU	A. G. Stevens	TUESDAY, 28th May, at Noon.
BUYO MARU	E. Bent	TUESDAY, 4th June, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.

SOUTH AMERICA LINE:—

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June, NOON.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

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